

The Hong Kong Telegraph.

No. 2851

TUESDAY, MAY 26, 1891.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL \$2,000,000.
PAID-UP CAPITAL \$50,000.

LONDON: Head Office, 43, Threadneedle Street, West End Office, 21, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSITS, Buys and Sells Bills OF EXCHANGE, Issues LETTERS OF CREDIT, forwards Bills for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 1 per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS 1 per Cent. per Annum on the Daily Balance.
E. W. RUTTER,
Manager.

Hospitalities.

T. H. E. S. T. A. N. D. A. R. D. SCOTTISH LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVINCIAL INSTITUTIONS OF THE UNITED KINGDOM.

THE Standard has a long record of good services to refer to; its Funds annually increasing, amount to £1,000,000 Sterl.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

DODWELL, CARLILL & Co., Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE AND MARINE INSURANCES on favourable terms.

Current rates and a guaranteed Bonus equal to that paid by the local Offices.

GEORGE R. STEVENS & Co., Agents.

No. 2, Queen's Road, Hongkong.

Hongkong, 1st March, 1891.

[514]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 1st July, 1889.

[566]

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & Co., Agents.

Hongkong, 14th November, 1890.

[567]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1892.

[516]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL / TAELS 600,000, £833,333-33.

EQUAL TO \$18,000,000.

RESERVE FUND \$18,000,000.

BOARD OF DIRECTORS.

Lee Sin, Esq. LO YEK Moon, Esq.

LOU TEO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1884.

[520]

Notices of Firms.

CANADIAN PACIFIC RAILWAY COMPANY.

CHINA AND JAPAN ROYAL MAIL STEAMSHIP LINE.

THE Undersigned have been appointed AGENTS in Hongkong and China for the above Line.

DODWELL, CARLILL & Co., Agents.

Hongkong, 15th May, 1891.

[523]

Br. KNORR'S ANTIPIRINE.

(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE,

NEURALGIA, RHEUMATISM, FEVER,

TYPHUS, ERYSIPELAS, HOOPING-

COUGH, and many other complaints. It is also a very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPIRINE! Each Tin bears the Inventor's signature, "Dr. KNORR"

in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 20th May, 1891.

[524]

Intimations.



CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
Hongkong—15, Queen's Road.

ESTD. 1864.

CALDBECK, MACGREGOR & Co., 7, Fochow Road, Shanghai.

CALDBECK, MACGREGOR & Co., 101, Leadenhall Street, London.

[16]

CRUICKSHANK & CO., LTD.,
FAMILY AND DISPENSING CHEMISTS,

AND
Commission Agents:

REFRESHING AND COOLING DRINKS FOR THE HOT WEATHER.
PURE FRUIT JUICES.

Lemon, Raspberry, Strawberry, Apple and Pear, &c., &c.

Rose's Raspberry Vinegar, Montrerrat Lime Juice, and Lime Juice Cordial.

GRANULAR RASPBERRY CITRATE.

Victoria Effervescent Saline—The universal Blood Purifier.

All requisite Medicines for the "DOC" Mange Lotion, Worm Powders, Carbolic Soap, &c., &c.

DR. KOCH'S TUBERCULINE.

Hongkong, 26th May, 1891.

[17]

LANE, CRAWFORD & CO.

HAVE NOW UNPACKED THEIR NEW STOCK OF

CALCUTTA PITH

SUN HATS.

STRAW HATS.

NEW "TERAI" HATS.

LANE, CRAWFORD & CO.

Hongkong, 7th May, 1891.

[18]

KELLY & WALSH, LTD.

JUST READY.

THE PHILIPPINE ISLANDS,

BY
JOHN FOREMAN, F.R.G.S.

BEING a Historical, Geographical, Ethnographical, Commercial and Social Sketch of the Philippine Archipelago and its Political Dependencies.

The latest Standard Work on the Philippine Islands. 500 pages demy octavo, in Cloth, with Map of the Archipelago and frontispiece.

PRICE.....\$5.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 21st May, 1891.

[17]

ROBERT LANG & CO.,
TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

OPPOSITE HONGKONG HOTEL.

(o)

OUR Stock of Seasonable Goods is now complete in all the newest MATERIALS, comprising a large variety of DRESS SUITING from \$10 upwards, TWEEDS for SUITS, ULSTERS and INVERNESS CAPE, CORDS and ELASTICS for RIDING and SHOOTING, BREECHEES and LEGGINGS.

EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LISLE THREAD and CASHMERE, SOCKS, PATENT LEATHER PUMPS and SHOES, &c., &c., &c.

ROBERT LANG & CO.

Hongkong, 9th January, 1891.

[15]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL / TAELS 600,000, £833,333-33.

EQUAL TO \$18,000,000.

RESERVE FUND \$18,000,000.

BOARD OF DIRECTORS.

Lee Sin, Esq. LO YEK Moon, Esq.

LOU TEO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1884.

[520]

HAVE JUST RECEIVED

A SPECIAL SHIPMENT

OF

LADIES' SUMMER DRESS MATERIALS

IN

PRINTS, MUSLINS, ZEPHYRS, &c., &c.

W. POWELL & CO.

Hongkong, 10th May, 1891.

[16]

NOTICES OF FIRMS.

CANADA PACIFIC RAILWAY COMPANY.

CHINA AND JAPAN ROYAL MAIL STEAMSHIP LINE.

THE Undersigned have been appointed AGENTS in Hongkong and China for the above Line.

DODWELL, CARLILL & Co., Agents.

Hongkong, 15th May, 1891.

[523]

NOTICES OF FIRMS.

CANADA PACIFIC RAILWAY COMPANY.

CHINA AND JAPAN ROYAL MAIL STEAMSHIP LINE.

THE Undersigned have been appointed AGENTS in Hongkong and China for the above Line.

DODWELL, CARLILL & Co., Agents.

Hongkong, 15th May, 1891.

[523]

NOTICES OF FIRMS.

CANADA PACIFIC RAILWAY COMPANY.

CHINA AND JAPAN ROYAL MAIL STEAMSHIP LINE.

THE Undersigned have been appointed AGENTS in Hongkong and China for the above Line.

DODWELL, CARLILL & Co., Agents.

Hongkong, 15th May, 1891.

[523]

NOTICES OF FIRMS.

CANADA PACIFIC RAILWAY COMPANY.

CHINA AND JAPAN ROYAL MAIL STEAMSHIP LINE.

THE Undersigned have been appointed AGENTS in Hongkong and China for the above Line.

DODWELL, CARLILL & Co., Agents.

For Sale.

IMPORTANT INTIMATION.

NOW READY.

(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1891.

PRICE THREE DOLLARS.

THE HONGKONG DIRECTORY has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Vladivostock, Formosa, the Treaty Ports of China and Japan, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Head-quarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above, "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG;

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG;

The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations, and all recent additions, and improvements, AND,

A Mass of interesting Information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, (amended and corrected to date) dealing with almost every branch of the subject, including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a valuable record for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at this Office, or through any of our Agents at the various Ports, for THREE DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" Pennington Hill, Hongkong.

Received 16th January, 1891.

Intimations.**DAKIN BROS. OF CHINA, LIMITED.**

DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER MANUFACTURERS.**A REFRESHING WHOLESOME DRINK.****DAKIN'S LEMON SQUASH.****A VERITABLE LEMON SQUASH AERATED, COOLING, THIRST QUENCHING.**

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 4th May, 1891.**NYASSALAND.**
A British Protectorate in Nyassaland has been gazetted.**IMPORTANT TO HONGKONG.**

May 22nd.
The feeling in Belgrade is very bitter against the Government, owing to the expulsion of Queen Natalie.

MR. GLADSTONE'S ILLNESS.

May 23rd.
Mr. Gladstone is still suffering severely from influenza.

PORTUGAL'S POLICY.

The Portuguese Ministerial reformed programme includes large reductions Colonies War (footing?).

[Likewise fooling.—Ed., H.K. Telegraph.]

LOCAL AND GENERAL.

The P. & O. S. N. Co.'s steamer *Brindisi* left Singapore for this port at 10 a.m. yesterday.

The returns of the number of visitors to the City Hall Museum for the week ending May 24th, are:—Europeans 139, Chinese 1,038; total 1,177.

SCIENTIST (in Rotisserie)—Bring me a decoction of burnt peas, sweetened with glucose, and lightened with chalk and water. "Boy" (vociferously)—Coffee for one.

We hear that the Europeans residing in Chow-chow-foo, were somewhat frightened a few days ago owing to disturbances amongst the natives. Particulars not yet known.

AN EMERGENCY meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, to-morrow, at 5 for 5.30 p.m. precisely. Visiting brethren are cordially invited.

Thus an American contemporary—The great maritime power of the twentieth century will be? Americans are away back in the race, but they have an increasing confidence that they may be able to answer this question.

A HOME paper informs us that the Baroness Alexandra is entertaining Berlin young men militarily at a *cavaliere chantant* with abbreviated skirts and risqué songs. She is the wife of one of the proudest of Hungarian magnates.

In the House of Commons the bill making permanent the closing of public houses in Ireland on Sundays, and including in its scope the cities of Dublin, Cork, Belfast, Waterford and Limerick was passed to its second reading by a vote of 248 to 94.

THE adjourned inquiry into the circumstances attending the outbreak of fire on the premises Nos. 331 and 333 Queen's Road Central a fortnight ago, was resumed this afternoon by Mr. Wise, Acting Coroner, at the Police Court. There being no further evidence to produce the inquiry was closed and the premises released.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS. Waters are packed and placed on board ship at Hongkong, prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONG KONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH-WATER
LITHIA WATER
SARASPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

A YOUNG woman residing at Yau-mati, whose husband had left her, was summoned before the magistrate this morning for attempting to drown herself by jumping overboard from the *Wing-foo* launch into the harbour a week ago. She said she was sorry for what she had done, and, on promising to continue the struggle for life, was discharged.

THE San Francisco *Bulletin* remarks—
"Portugal is giving England a great deal of provocation in South Africa. She seems to be causing trouble. It is just possible that she is encouraged by stronger Powers. If Russian and French influence could involve England in complications in India and Africa, it would neutralize her in case of a struggle between those two Powers and the Triple Alliance."

THE Fleet is moving. It may be emanation of yesterday's military demonstration, or it may be a sequel to the defensive operations of the land forces a fortnight ago; but anyhow the *Inspector, Western Esk, Tweed, Victor Emmanuel, and Marina* were ordered to get up steam and prepare to attack Tytan Bay. About four o'clock they got under weigh, and it is not yet known which broke down first.

A CHINAMAN charged before Mr. Wise this morning with being in unauthorized possession of whisky pleaded that it was to be used medicinally. Who says the Chinese do not take to Western civilisation? Another coolie, charged with assaulting a constable, stated that he only asked him what time it was, and this seemed to enrage the officer. Evidently if you want to know the time you mustn't ask a plebeian.

CAPTAIN JOHN CHARLES FITTMAN has been awarded the Naval Pension of £65 a year for commanders, rendered vacant by the death of Captain James Bell. As Lieutenant of the *Dreadnought* and *Benbella*, he was present at the capture of Tycoon, Chueep, and Anungboy Forts, and at operations in the Canton River. He was Aide-de-Camp to Sir Hugh Gough and Captain Sir Stehens, and was present on the heights of Canton, 1841, and at the capture of Amoy, being twice honourably mentioned in despatches, and promoted. He received thanks from the Admiralty for rescuing his ship *Chidora*, when on the Fratras Shoal, and the thanks of the French Commodore for services rendered to the crews of two frigates wrecked in the Gulf of Korea.

THERE was a scene of great excitement in the Supreme Court at Singapore, a few days ago. A policeman named Gera Singh, with a woman Sama, was charged with abducting a girl from her mother's house. The prisoner had paid \$100 to the mother of the girl to get her off his wife and it was alleged that she had helped him in the abduction. A large number of the old convict population of Singapore people transposed to the Straits in the old East Indian days, the orang *penduan* of the Malays, were present in the Court. The mother of the girl herself said that she had come there forty years ago as a convict, and was a murderer. The Jury had some difficulty in coming to an agreement and after a quarter of an hour returned with a unanimous verdict of not guilty against the woman, but could not agree about man. After some questions had been answered, they retired again, and eventually found the man guilty of abduction by a majority, saying that he was driven to do it because the mother wanted to keep his money. The judge agreed and sentenced him to one day's imprisonment. The roar that came from the crowded Court as the prisoner was released was something to be remembered.

The Jury had some difficulty in coming to an agreement and after a quarter of an hour returned with a unanimous verdict of not guilty against the woman, but could not agree about man.

After some questions had been answered, they retired again, and eventually found the man guilty of abduction by a majority, saying that he was driven to do it because the mother wanted to keep his money. The judge agreed and sentenced him to one day's imprisonment.

The roar that came from the crowded Court as the prisoner was released was something to be remembered.

THE HONGKONG TELEGRAPH, TUESDAY, MAY 26, 1891.

TELEGRAMS.

OUTBREAK IN DUTCH GUIANA.

LONDON, May 26th. At Paramaribo the lower orders have risen against the upper and middle classes. Numerous conflicts have taken place at which large numbers have been wounded; there is a considerable panic and the situation is most alarming.

The *Gleaner* Chambers have petitioned the Minister for the Colonies to allow the Public Prosecutor a free hand in order to suppress the outbreak.

SURINAM or Dutch Guiana, of which Paramaribo is the chief town, lies on the North Coast of South America with a population of 57,000 inhabitants and an area of 45,000 square miles. The principal exports are sugar, cocoa, coffee, rum, molasses, quassia and other valuable woods, gums and drugs, most of these articles finding their way to Britain. Gold is also an export product.

The population is mixed, consisting of Europeans, Jews, Indians, and Maroons or bush negroes, several thousands of coolie immigrants from India, and a sprinkling of Chinese. It is ruled by a Governor assisted by a Council partly nominated, and partly elective. The country is largely uncultivated especially the hilly districts north and south, which are held by the so-called bush negroes or descendants of runaway slaves. Slavery was abolished in 1863, £25 compensation being given to the owner for each slave. Although the physical character, climate, and productions of the country are nearly the same as those of British Guiana, the natural advantages of Dutch Guiana are not so fully developed. Several rivers flow through the country into the Atlantic, much of the area they traverse being covered with wide spreading forests of valuable timber. The Dutch established Settlements on the coast as far back as 1580.

THE WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a valuable record for all classes of sportsmen.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at this Office, or through any of our Agents at the various Ports, for THREE DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" Pennington Hill, Hongkong.

Received 16th January, 1891.

THE QUEEN'S BIRTHDAY CELEBRATION.

THIR dealers in lottery tickets may now expect a little attention from the Police. This morning Mr. Wise imposed a fine of \$5 upon a *lotto* lottery dealer, who was found possessed of a number of those tickets yesterday. The whole of the tickets were ordered to be destroyed.

ANOTHER kidnapping case was investigated Mr. Wise at the Police Court this morning, when a man and a woman were found guilty and sentenced to six months' hard labour each, for selling a five year old child to some junk people at Chik-wan for fifty-one taels at the end of last month.

A CHINESE youth of fourteen summers was charged before Mr. Wise at the Police Court this morning with pocket-picking. The defendant was working a close near the Ko Shing theatre yesterday, and managed to relieve a bloated bon-holder of two Mexicanos. Unluckily he was caught in the act, and now he is looking forward to being in jail for a week, and receiving a dozen strokes of the raitan.

A BILL for amending the Penal Code that has principal object the bringing of the law of its consent in cases of sexual intercourse into accord with that now prevailing in India and Ceylon has been introduced in Singapore. At present it is rare to have connection with a girl under the age of ten years even with her consent. It proposes to raise the age to twelve. We make no comment.

"MAKE money" is a beautiful precept, but it doesn't always work in practice. A Celestial with a score of well-made counterfeit coins was arrested yesterday in the Chinese Recreation ground by a Chinese detective, who had his suspicions aroused by seeing the man run away after purchasing three pocket-handkerchiefs. This morning Mr. Wise sent the smasher to imprisonment for the next three months, and ordered the counterfeit coins to be destroyed.

BRITISH Columbia wants the Dominion Parliament to make the Chinese poll tax \$100 instead of \$50. Action upon the petition will depend upon whether the Dominion Government and the Canadian Pacific think they can make more or less money by raising the tariff on heathers. The interests of British Columbia will cut no figure in the consideration of this question, except so far as they may be deemed to affect the larger interests of the Dominion and all the officers stood saluting the Invisible Presence, the troops held their smoking rifles at an angle of 45°, and several civilians, whose names we are in a position to publish, took off their hats. The final triumph of the first four bars over, the Volunteers in their turn binged away blank cartridge very vigorously, but the second gun was on strike. The sponge had taken a fancy to the gun, and declined to come out. Whistling had no effect on it. After a hurried corroborate, it was decided to pass on to No. 3 gun, and the whole seven rounds were got off, the band accompanying, the rattle of musketry was again heard, followed by another *taispoontu* of the National Anthem. Consider it all done a third time, and we next see the regiment taking off its helmet like one man and rending the air with well-stimulated enthusiasm, as far as they could throw expression into "Ho-ray!" Under cover of the cheer a lourser, attended by two *kilted* laddies, waded off to a conspicuous position with the colours, which had up to then been waving over the centre of the line, and the two *Sawples* walked several miles in short laps round about the flag. A few minutes later a company wheeled out and advanced until they were near enough to club the felonious sergeant, who seemed to have too much to carry, with flag, rifle, and dignity. The lieutenant stepped forward and made two cuts at him, took the colours away, and turned to the company, who expressed their admiration of his temerity in dumb show. Everybody went back to his place then, and the band struck up "Annie Rooney," or something to that effect. To these inspiring strains the march past began, and a very pretty sight it was; first the Engineers, then the Artillery, the Volunteers next, led by Capt. McAllum, (who was about the only *soldierly*-looking man in the whole two dozen); the pipers, and finally the A. & S. Highlanders, looking and marching their very best as they passed the saluting point. The line was able to keep right end up, but the Volunteers

construction ought not to be taxed at all—but that junks should not escape taxation. By no process of reasoning can any portion of the Chamber's letter be construed to bear such an interpretation. It should be clearly remembered that the statement of His Excellency to which this Chamber took exception was, that the cost of the Harbour Master's Establishment, Harbour Launches, Harbour Police, and the Observatory, involving an aggregate expenditure of some \$10,000 per annum, "was principally maintained out of the ordinary taxation of the Colony." Here no issue was raised by His Excellency as to the taxation of European and Chinese built vessels. The Chamber's letter was confined to proving that the ordinary taxation of the Colony was not used for the purposes of conducting Government establishments for the regulation of shipping as stated by His Excellency; but that, on the contrary, shipping not only paid its own way but added to the general revenues of the Colony. The addition to the revenue of the Harbour Master's Department from the collections derived from junks in 1890 was \$2,397. These native craft occupy the attention of the officials of that Department in many ways and necessitate the upkeep of five different establishments, besides Victoria, in the Island, for their almost exclusive use. Vessels of European construction do not require these five outstations. The Harbour Master's establishment is clearly entitled to be credited with all the revenue it collects in connection with the conduct of its special work. An implication seems to lie, in His Excellency's minute, that junks pay more than they should do in comparison with other vessels. Are not the facts as follows? For this payment of \$2,397 per annum, in 1889 about 3,500,000 tons of junks escaped the payment of light dues, as stated by His Excellency. Further, junks carried in 1890 23,273 native passengers without interference of any kind from, or payment to, the Harbour Master's Department. Junks also carried crews. In and out numbering 387,838 men which also did not come under the revenue cognisance of the Harbour Master's Department. So that for the payment of \$2,397 per annum or 64 cents per ton, junks obtained these particular privileges free and many others connected with their working, while vessels of European construction were specially taxed for each item. Evidence to the receipt of the Harbour Master's Department for 1890 will show these several items, paid by European constructed vessels, to be as follows:—

Emigration brokers.....	\$ 1,400.00
Shipping seamen (21,552 men shipped and discharged).....	10,830.00
Examination of masters.....	2,155.00
Survey of steamers.....	9,665.00
Registry fees.....	278.00
Medical fees—emigration.....	13,006.75
Licence steam launches.....	422.50
Survey certificates steam launches ...	99.00
	\$38,218.12

Light dues collected in 1890, which include the extra levy for the Gap Rock for 9 months only..... 72,018.33

\$110,246.45

which was contributed by 9,000,000 tons of shipping of European construction, or say 1.225 cents per ton, against 3,500,000 tons junk traffic which contributed 1.004 per ton.

His Excellency's minute states: "If it be urged that junks pay no light dues, my reply is that relating to tonnage, trading junks pay far more than European vessels, even including the special Gap Rock tax about to be remitted. This statement is not borne out by the figures at the disposal of my Committee, as is clearly shewn above. Native craft only pays about one half of what Europeans do, though doubtless some statement exists on which His Excellency hazarded these remarks."

Paragraph 2 points out that my Committee erroneously included in Harbour Master's Revenue the amount received for the 12 months 1890 for

Regalty of boats..... \$4,631.50

Regalty cargo boats..... 6,272.50

Cargo boats' certificates..... 1,192.50

\$12,006.50

because this branch of the service was conducted by the Registrar General's Department and therefore the income was applicable to that establishment. The Chamber's error was natural, for it appears anomalous that work so intimately connected with the Harbour Department should be done by a branch of the service so unfeeling, apparently, to conduct the operations required of it. The additional work, if thrown on the Harbour Master's Department, to grant these three forms of certificates, could doubtless be performed without further aid of any kind, or at the most trifling assistance only would be needed by that branch. It appears that the Registrar General's establishment for 1890 cost the Colony \$19,370.29, while the receipts for these three certificates yielded that department \$12,006.50 for work that is intimately allied to shipping and probably could be efficiently performed by trifling clerical assistance under the supervision of the Harbour Master's Department. In dealing with the question of other Government expenditure for the services of shipping, which is not classified specifically under that head, His Excellency is pleased to mention the cost of water taken by ships from the waterworks of the colony. Some misapprehension of the actual facts is apparent in this statement. Before the completion of the Tytan works no water was taken from the Government Reservoirs for the use of shipping. The various purveyors of water supplied vessels from their own private tanks and other systems of collection, charging shipping for such water. During the recent drought, when these private sources dried up, Government permitted the owners of water boats to draw supplies from the Tytan reservoir, for which they charged these purveyors of water 20 cents per 1,000 gallons. The rate was fixed by the Government, so it is presumable that the revenues of the colony were simply protected when making the arrangement. Subsequently, when the water famine became acute this privilege accorded to water boat owners was withdrawn. It is evident therefore that shipping does pay for all water taken from Government water works.

It is difficult and perhaps unprofitable to follow His Excellency in the minute analysis he suggests with regard to the various services performed by almost every public Department to shipping. Still, the two minor incidents he mentions are capable of assessment. The cargo boat strike is well within the memory of my Committee. It arose from injudicious action on the part of the Government. His Excellency called to his aid one afternoon, many members of the community, amongst them some of my Committee, to obtain their views on the situation. His Excellency adopted the suggestions that were then tendered and the following morning the strike had disappeared. The routine work incurred by "Harbour questions" and the considerable number of "Harbour papers" may perhaps be classified, for want of fuller statistics, amongst those minor duties that go to complement the official day's work. The Police statistics of crime show that for the 12 months of 1890 the inhabitants of all nationalities dealt with numbered 150, which doubtless include many that were not sailors.

It would not be unfair, to set off against these various services rendered to shipping, by almost every public department, the revenue realized by express regalies at the tone of His Excellency's

from the following items which arise from and are incidental to our shipping; in 1890 they yielded—

Bill of Lading stamps.....	\$21,668.40
Charter Parties stamps.....	3,302.80
Do. copy stamps.....	902.00
Marine Insurance Policy stamps, say	500,000
	\$10,873.20

The amount collected for stamps on insurance policies in 1890 was \$7,661.80, but therein is included both Fire and Marine, which it appears impossible to separate, but the Committee estimate that one-third would be a fair proportion to place to revenue derived from Fire policies. It is worthy of note that vessels of Chinese construction did not contribute one cent towards this large addition of \$10,873.20 to the general revenue of the colony. It is not profitless to seek to determine the cost of each infinitesimal service that devolves upon the Government in connection with the conduct of the administration of public business. But a quantitative analysis is forced upon my Committee by the minute of His Excellency. The fact, however, remains, as stated in the Chamber's letter of the 1st May, that the contributions to the revenue of the colony from shipping not only suffice to cover all Government expenditure for the establishments connected with the supervision of that branch of the Colony's trade, but a large surplus goes therefore to general revenue. His Excellency has not attempted to controvert the figures produced by my Committee, but has contented himself by endeavouring to separate the incidence of taxation as applied to vessels of European and native construction. The various suggestions in the minute of my Committee consider they have fully disposed of in their present remarks, while the application of the income derived from the certificates of registry for cargo boats can be more fairly claimed as belonging to the Harbour Master's Department, than the latter's own capital.

His Excellency has been pleased to make allusion in the concluding sentences of his minute to some points which appear to call for reply. The comparison between the burden of taxation on shipping in this Colony and Singapore opens a wide field for discussion; the situation and conditions of the two places are so dissimilar that it is hardly possible to institute a comparison that would be of value if attempted.

One reason doubtless for the lesser rate for ordinary light dues levied in this Colony is, perhaps, owing to the greater annual tonnage of shipping on which the tax is charged compared with that which passes through Singapore.

His Excellency further directs attention to the tonnage dues levied at the ports of China, which in comparison with the rates charged in Hongkong fall upon large vessels, he states, "with a weight 15 to 20 times greater than this Colony's levy." My Committee consider sufficient reflection was not given by His Excellency's advisers to the subject when this statement was permitted to be published. The Imperial Government of China's charge for tonnage dues is 62 Mexican cents per ton; the Colony's levy for light dues is 21 Mexican cents per ton. Superficially His Excellency's statement is borne out. Viewed more closely it will be found that the Chinese tonnage dues are only payable once every four months and during that period vessels can enter, as often as suits, any, or all, of the 21 Treaty ports of China, giving a range of about 5,444 miles of sea and river traffic. Along this distance the land is lighted in manner that commands the admiration of the mariner, while all the various duties of the harbours in the 21 Treaty ports are conducted without additional charge to shipping. Compare this with the paucity similar service of this Colony with its present three lighthouses, or including the Gap Rock four and its stretch of a few miles of coast; for which the charge of 21 cents per ton is to be paid each time that the European constructed vessel enters the waters of the Colony. Instead of the Colony's tax, or an increase thereon, being inappreciable, it is not so. And further, my Committee would earnestly remind His Excellency that the "negligible quantity" of the risk of transfer from the Colony of its present distributing centre is not to be so lightly estimated as his Excellency appears to think. The colony may retain the "centre" but the Government's powers to levy additional taxation on shipping which in the opinion of the Committee would be unwise for general revenue purposes may depart. Hongkong lies within an almost measurable distance of China; a few minutes would permit the transfer of vessels from the colony's to China's waters. Vessels bound for the various ports of China, touching at Hongkong, could avoid the colony's waters entirely and yet might obtain all present advantages, while the colony's revenue and prestige would suffer. There can be no doubt that China, with its Imperial Maritime Customs stationed at Kowloon might some day gladly halt the transfer of the colony's trade to its shores. It is highly dangerous to deem these risks "negligible quantities" when dealing with interests of such vast concern to this colony's welfare.

This Chamber has for many years urged the reduction of the charge for light dues to a point that shall simply suffice for the expenditure necessary for the maintenance of the lights; that revenue for general purposes should not be levied upon shipping under the guise of light dues; and latterly, in sympathy with the movement that is agitating most civilised countries, the Chamber has advocated their total abolition. To tax for the payment of special services—the expenditure for which can be distinctly ascertained—in excess of what they cost, is an economic mistake, in addition to being inequitable. The total abolition of the dues would be a matter of high policy for this Colony and would simply repay any apparent additional burdens that it might be necessary to impose on the inhabitants for general revenue purposes. The trade of this Colony is almost solely shipping. The possibility of the island becoming a manufacturing centre depends upon shipping. A daily intercourse with all parts of the world for the exchange of products is a first necessity to a manufacturing community. Every vessel that enters this harbour adds, incalculably it may be, to each inhabitant's benefit, in the shape of work for certain classes, in direct money payments to others. These gains far outweigh the extra imposts that ratepayers might have to bear if light dues were abolished. The present levy of dues is direct, it is simple, and so commands itself to the Government and some of the community, who do not grasp the fact that our endeavour should be by every means in our power to attract, by almost compel, shipping to enter our port. Consider the inducement to shipping: "there is nothing to pay in the port of Hongkong." Our position, as it were, is that of shopkeepers having a certain commodity for sale, viz., the advantage of the port. Is it prudent to charge an entrance fee to our customers; or is it wise to consider that our taxes would be triflingly increased by granting such facilities when it is well known that the concession will return us considerably more than it costs? There is hardly a branch of commerce or an inhabitant, however situated, that would not derive benefit from the attraction of additional tonnage to the Colony's waters.

In conclusion, my Committee desire me to assure His Excellency and the considerable number of "Harbour questions" and the considerable sum of "Harbour papers" may perhaps be classified, for want of fuller statistics, amongst those minor duties that go to complement the official day's work. The Police statistics

of crime show that for the 12 months of 1890 the inhabitants of all nationalities dealt with numbered 150, which doubtless include many that were not sailors.

It is not profitless to seek to determine the cost of each infinitesimal service that devolves upon the Government in connection with the conduct of the administration of public business.

But a quantitative analysis is forced upon my Committee by the minute of His Excellency.

The Chamber has always accepted the understand position of advisers to the Government on all matters affecting the commerce of the Colony. No feelings of personal or partisanship have influenced the Committee at any time in the various communications tendered to the Government, which have hitherto been of the most distinctly courteous and pleasant character. But His Excellency's minute would rather to depart from the mutually good feeling that previously existed.

Sir, I have the honor to be,

Your most obedient servant,

F. HENDERSON,
Secretary.

Hongkong, 22nd May, 1891.
The Honourable W. M. Deane, M.A., C.M.G., &c., Acting Colonial Secretary.

A CRACKER FACTORY IN CANTON.

Perhaps very few of the globetrotters who visit Canton take the trouble to inspect anything outside the usual "sights" which are noted down on the printed list handed them by the guide as soon as they are comfortably installed in the Shammoni hotel. To those who, like myself, travelled to the City of Rams as much for instruction as for pleasure (of the latter there is very little to be had) I can recommend a visit to a Chinese cracker manufacturer, for it is principally in Canton and in the country surrounding that city that the horrible Chinese cracker—such a terrible nuisance all over the East on Chinese festal or New Year occasions—is made. The production of the fiery little cardboard tubes is enormous, the annual receipts of fire crackers in Java alone being some 200,000 boxes, whilst in the Straits, Siam, Deli and Calcutta the receipts are above 80,000, and America is said to import 1,000,000 boxes annually. The Chinese manufacturer begins on June 1st and the cannon cracker factory which I lately visited in the suburbs of Canton may be described as follows:

The building was of sun-dried brick, with a tiled roof 12 feet from the ground, and this space was divided into an upper and lower apartment, each with the ceiling about six feet high. The interior of the building was strewn with pieces of paper, while vessels containing powder were standing around, the contents of which seemed to be imminent danger of being exploded, and men, women and children were actively engaged in the manufacture of the goods. The paper needed for the cracker is cut to the required length, and then weighed to see that the quantity for each cracker is exactly the same. The instrument used in weighing is of the rudest description, being a stick about 2½ feet long, suspended from the ceiling by a string which is attached to the centre of the stick, and a stone is placed as a weight on one end, and the articles to be weighed on the other. The paper is rolled into cylindrical form by means of a flat piece of wood held in the hands, and then one end is creased with a pair of pincers, and a string tied round the crease as a temporary means of preventing the powder from running out when the cylinders are placed in a perpendicular position to be charged. The last named process is as follows:—The cylinders are buncheted together like cigars turned on end, and then punched with an awl, and in the aperture thus made the powder is poured from a tin-can. Then the stem of the cracker is inserted, which consists of a piece of thin tough paper, with just sufficient powder twisted up in it to make it burn quickly. A piece of paper is temporarily pasted over the end containing the stem for the purpose of preventing the powder from running out, as the crackers are now placed on that end. The string placed temporarily around the punched end is now removed and clay tamping is hammered into the aperture, and then the paper is removed from the stem end and tamping is applied there, which prevents any powder from sifting out. The cracker is now ready for the final piece of red paper which goes round the outside and completes it. The stems are then very neatly braided together, which forms the crackers into packets, and these are each wrapped in this paper and ornamented with a red label with pictures of dragons upon it.

Red is the festive colour of China, and as fire crackers are used principally on festal occasions, that colour is rigidly adhered to in the manufacture of these goods. The packets are placed in boxes, and in the proportion of 40 to the box. There is a regular division of labour in the factory, each person having his or her special work to do, and in this they become very expert. The foregoing is a description of cannon cracker manufacture, but the same will also apply to the small crackers. The latter, however, are generally made in the rural districts and are brought down the river to Canton in junks. There is a large home consumption of fire crackers, and the Chinese think that their explosion will ward off evil spirits. They are fired off on numerous occasions, but particularly on the Chinese new year, which is, as our readers know, a variable date, regulated by the changes in the moon. We were told when at Canton that foreigners have what they call the Canton salute, which consists in the firing off at one time of six boxes of small crackers and two or three boxes of cannon crackers, and this is given on the departure of ships from the waters of China. [Advt.]

The special correspondent of the *Pioneer* at Manipur telegraphs that, four days after the massacre, a State procession took place amidst great rejoicing, in which the Senapati took the most prominent part. The sanitarium, built twelve miles away by Sir James Johnstone, was demolished and the grave of his child desecrated. The special correspondent of the *Pioneer* says that it is unfortunate that the British troops have been so soon withdrawn from Manipur. Something needs to be done to recover lost prestige.

The great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.:—"Having been a great sufferer from pulmonary wasting for two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it—A. S. Watson & Co. (Ld.), agents in Hongkong and China. [Advt.]

The *Asahi Shimbun* publishes the following telegram received from the Czar by the Emperor of Japan, on the 15th Inst.—"I was astonished to learn that my son was attacked, by a mad man in your country, but give my hearty thanks for the kindness shown to him by you and will not allow our mutual goodwill to be injured by such an accident. I have telegraphed to the Czar with the request that he proceed to Tokyo and give his thanks to you in person."

This little message cost \$1,200, and for another, and longer one, the bill was \$1,500.

The *Kotak* says that there is a rumour current that Envoy Extraordinary will be sent to Russia, the chief Ambassador probably being H.H. Prince Arisugawa Takehito, and the second Count Saigo Yorimichi.

Yesterday (May 13th), at 6.30 p.m., the train bearing His Majesty, the Tenno, with the Czar and Prince George of Greece, scented into the station at Sannomiya. The Imperial carriage was in the centre of the train, while immediately adjoining it were carriages filled with Japan's nobility—officers of the Army and Navy, Ministers &c. Guards, with fixed bayonets, were in the cars immediately behind the engine and at the rear of the train. When the distinguished party left the carriage, the Emperor, who looked saddened by recent events, seemed only desirous of showing the utmost friendship to the son of the Czar. He did not precede him during the short walk to the door, but simply walked abreast of him till the carriage in waiting was reached. His Majesty entered followed by the Czar, Prince George, and Prince Arisugawa, and drove to the Palace at Benten, guarded by soldiers of the Osaka garrison. After a slight period of rest, the Czar proceeded on board the flag-ship. The Emperor walked with him to the end of the pier, and before the Prince stepped into the steam launch, there in waiting to receive him, he and the Emperor bowed their farewells.

The Prince looked little the worse for his accident. Over the bandages of his wound he wore a blue crêpe turban fastened by a jewelled pin of apparently great value. At the Sannomiya Station he acknowledged the deference shown him by the assembled officials with every indication of goodwill and even pleasure. It can be seen very plainly that his Majesty the Tenno, has taken to heart very seriously this accident to his guest, and so it may be hoped that the Czar will be nothing in the incident to cause ill-will towards the people of Japan. It may even confidently be hoped, says the *Kobe Herald*, that when the Czar learns how solicitous the Mikado has been regarding the Czar, personal may be accorded for the Prince to return the visit of His Imperial Majesty, in the latter's own capital, Tokyo.

When the Imperial Prince boarded the *Pamiat* Astora cheering went up from the crews of the ships of the Russian fleet, and were continued for fully half an hour. Bands played also, in concert, and every indication was shown to the wounded Czar which he has a place in the hearts of the people whom he visits.

The *Hyojo News* says:—The *Korets* left last Tuesday afternoon for Vladivostock, and the whole of the fleet departed for that port on Wednesday.

Tadao, the would-be assassin, has died from the injuries he had received.

THE MANIPUR DISASTER.

TAMMU, May 4th.
General Graham and the whole of the Burma Column are returning from Manipur. A permanent garrison of Assam troops will remain in Manipur.

One of the Manipuri generals who led the Regent's troops against us near Paile, on the 23rd instant, was arrested by the Burmans sent out by Mr. Soppli. He was, when arrested, found to have been wounded in three places.

The Regent, with a small following, is reported to have gone East from Manipur.

General Graham arrives at Tammu on Wednesday.

ALLAHABAD, May 8th.
The Special Correspondent of the *Pioneer* at Manipur says that Lieut. Grant is making a rapid recovery. He is terribly pulled down, his slight figure being so emaciated that he is a mere walking shadow of his old self. With characteristic modesty he attributes the successful defence of Thobal to the magnificent courage

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, cum New Issue, —24 per cent. premium, nominal.
Union Insurance Society of Canton—\$95 per share, buyers.
China Traders' Insurance Company—\$63 per share, sellers.
North China Insurance—Tls. 275 per share, buyers.
Canton Insurance Company, Limited—\$115 per share, sellers.
Yangtze Insurance Association—Tls. 70 per share, nominal.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$308 per share, sellers.
China Fire Insurance Company—\$82 per share, sellers.
Hongkong and Whampoa Dock Company—\$100 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$31 per share, sellers.
China and Manila Steam Ship Company—120 per share, sellers.
Hongkong Gas Company—\$131 per share, sellers.
Hongkong Hotel Company—\$120 per share, buyers.
Hongkong Hotel Co.'s Six per-cent. Debentures—\$60.
Indo-China Steam Navigation Company, Limited—25 per cent. discount, buyers.
Douglas Steamship Company—\$46 per share, sellers.
China Sugar Refining Company, Limited—\$186 per share, buyers.
Luzon Sugar Refining Company, Limited—\$90 per share, sellers.
Hongkong Ice Company—\$90 per share, buyers.
Hongkong and China Bakery Company, Limited—\$75 per share.
Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
A. S. Watson & Co., Limited—\$20 per share, ex. div., sales and buyers.
Chinese Imperial Loan of 1884 B—2 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$125 per share, buyers.
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
Punjor and Sungai Dua Samantan Mining Co.—\$4 per share, buyers.
The Raub Gold Mining Co., Limited—80 cents per share, sales and sellers.
Imuris Mining Co., Limited—\$11 per share, sales and sellers.
The Balmoral Gold Mining Co., Limited—\$7 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—\$8 per share, buyers.
Tonquin Coal Mining Co.—\$400 per share, sellers.
The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
The East Borneo Planting Co., Limited—\$10 per share, sellers.
H. G. Brown & Co., Limited—\$5 per share, buyers.
The Songel Koyal Planting Co., Limited—\$13 per share, buyers.
Cruckshank & Co., Limited—\$35 per share, nominal.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.
The China-Borneo Co., Limited—\$16 per share, sellers.
The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
The Green Island Cement Co.—\$17 per share, sellers.
The Hongkong Land Investment Co., Limited—\$86 per share, sellers.
The Hongkong Electric Light Co., Limited—\$6 per share, sellers.
Gpo. Fenwick & Co., Limited—\$14 per share, sales.
The West Point Building Co., Limited—\$30 per share, sellers.
The Peak Hotel and Trading Co., Limited—\$8 per share, sellers.
The Labuk Planting Co., Limited—\$25 per share, sellers.
The Lamay Planting Co., Limited—\$7 per share, buyers.
The Celebi Mining and Trading Co., Limited—\$24 per share, sellers.
The Selama Tin Mining Co., Limited—\$1 per share, sellers.
The Shantou Hotel Co., Limited—nominal.
The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
The Bank of China & Japan & the Straits Ltd.—\$17 per share, sellers.
The Bank of China & Japan & the Straits Ltd.—Founders' shares, \$180 per share, sellers.
The Hongkong Marina, Ltd.—nominal.
London and Pacific Petroleum Co., Ltd.—\$15, sellers.
The National Bank of China, Ltd.—30 per cent. div., sellers.
The National Bank of China, Ltd.—Founders' shares, \$425 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/11
Bank Bills, on demand 3/11
Bank Bills, at 4 months' sight 3/14
Credits at 4 months' sight 3/18
Documentary Bills, at 4 months' sight 3/21
ON PARIS—
Bank, Bills, on demand 3/93
Credits, at 4 months' sight 4/03
On India, T. T. 2/21
On Demand 2/22
ON SHANGHAI—
Bank, T. T. 7/18
Private, 30 days' sight 7/28

MAILS EXPECTED.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco to the 7th ult., left Yokohama on the 24th instant and is due here on the 26th.

THE CANADIAN MAIL.
The Canadian Pacific Steamship Co.'s steamer *Empress of India*, from Vancouver, left Shanghai to-day at 1 p.m. and is due here on the 28th instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Thomas* left Shanghai to-day and is due here on the 26th. The Navigazione Generale Italiana steamer *Bisagno*, from Bombay, left Singapore on the 21st inst., and may be expected here on or about the 28th.

The Ocean Steamship Co.'s steamer *Palladius*, from Liverpool, left Singapore on the 22nd instant and is due here on the 29th.

The P. & O. S. N. Co.'s steamer *Brindisi* left Singapore on the 25th instant and is due here on the 31st.

The P. & O. S. N. Co.'s steamer *Thetis* left Bombay on the 22nd instant at 2 p.m. and may be expected here on or about the 8th present.

CHINA COAST METEOROLOGICAL REGISTER.

STATION.	Latitude	Longitude	Temp.	Humidity	Wind	W.	W.	W.	W.
Widewastock	30° 47'	115° 15'	75	61	N.E.	+	+	+	+
Tokio	35° 51'	139° 45'	75	61	N.E.	+	+	+	+
Shanghai	30° 51'	120° 00'	75	61	S.E.	+	+	+	+
Akyo	30° 57'	129° 45'	75	61	S.W.	+	+	+	+
Swatow	29° 54'	117° 45'	75	61	S.W.	+	+	+	+
Bengkulu	3° 51'	102° 45'	75	61	S.W.	+	+	+	+
Canton	22° 51'	113° 45'	75	61	S.W.	+	+	+	+
Macao	22° 54'	113° 45'	75	61	S.E.	+	+	+	+
Hobro	20° 51'	105° 45'	75	61	S.W.	+	+	+	+
Borneo	2° 51'	115° 45'	75	61	S.W.	+	+	+	+
Manila	14° 51'	120° 45'	75	61	S.W.	+	+	+	+
Cape St. James	30° 57'	139° 45'	75	61	S.E.	+	+	+	+

STATION.	Latitude	Longitude	Temp.	Humidity	Wind	W.	W.	W.	W.
Widewastock	30° 47'	115° 15'	75	61	N.E.	+	+	+	+
Tokio	35° 51'	139° 45'	75	61	N.E.	+	+	+	+
Shanghai	30° 51'	120° 00'	75	61	S.E.	+	+	+	+
Akyo	30° 57'	129° 45'	75	61	S.W.	+	+	+	+
Swatow	29° 54'	117° 45'	75	61	S.W.	+	+	+	+
Bengkulu	3° 51'	102° 45'	75	61	S.W.	+	+	+	+
Canton	22° 51'	113° 45'	75	61	S.W.	+	+	+	+
Macao	22° 54'	113° 45'	75	61	S.E.	+	+	+	+
Hobro	2° 51'	115° 45'	75	61	S.W.	+	+	+	+
Borneo	2° 51'	115° 45'	75	61	S.W.	+	+	+	+
Manila	14° 51'	120° 45'	75	61	S.W.	+	+	+	+
Cape St. James	30° 57'	139° 45'	75	61	S.E.	+	+	+	+

STATION.	Latitude	Longitude	Temp.	Humidity	Wind	W.	W.	W.	W.
Widewastock	30° 47'	115° 15'	75	61	N.E.	+	+	+	+
Tokio	35° 51'	139° 45'	75	61	N.E.	+	+	+	+
Shanghai	30° 51'	120° 00'	75	61	S.E.	+	+	+	+
Akyo	30° 57'	129° 45'	75	61	S.W.	+	+	+	+
Swatow	29° 54'	117° 45'	75	61	S.W.	+	+	+	+
Bengkulu	3° 51'	102° 45'	75	61	S.W.	+	+	+	+
Canton	22° 51'	113° 45'	75	61	S.W.	+	+	+	+
Macao	22° 54'	113° 45'	75	61	S.E.	+	+	+	+
Hobro	2° 51'	115° 45'	75	61	S.W.	+	+	+	+
Borneo	2° 51'	115° 45'	75	61	S.W.	+	+	+	+
Manila	14° 51'	120° 45'	75	61	S.W.	+	+	+	+
Cape St. James	30° 57'	139° 45'	75	61	S.E.	+	+	+	+

Shipping.

ARRIVALS.

OMEOA, British bark, 480, A. V. Brown, 23rd May.—Singapore 24th April, Timber.—Master.

OSCARSHAL, Norwegian steamer, 1,800, Reichborn, 24th May.—Odessa, via Singapore 17th May, General.—Order.

ALTONOWER, British steamer, 1,611, Barnet, 25th May.—Singapore 16th May, General.—Jardine, Matheson & Co.

DECIMA, German steamer, 1,030, C. Christensen, 24th May.—Mojil 18th May, Coal.—Geo. R. Stevens & Co.

AVOCHE, British steamer, 1,014, T. Rowlin, 24th May.—Saigon 20th May, Rice.—McLchers & Co.

ANCONA, British steamer, 1,888, W. D. Mudie, 24th May.—Yokohama 16th May, Mails and General.—P. & O. S. N. Co.

FOKSEN, British steamer, 500, G. Anderson, 24th May.—Tamsui 19th May, Amoy 21st, and Swatow 23rd. General.—D. Laprade & Co.

DIAMOND, British steamer, 1,030, A. Snow, 24th May.—Singapore 18th May, General.—Bur Moh.

COSMOPOLIT, German str., 851, A. Holt, 24th May.—Whampoa 24th May, General.—Wieder & Co.

TAIWAN, British steamer, 1,016, A. Ott, 24th May.—Cardiff, via Singapore 18th May, General.—F. & W. Dodd & Son.

KUNSIKANG, British steamer, 1,014, W. H. Jackson, 24th May.—Penang 10th May, Panang 16th, and Singapore 18th, General.—Jardine, Matheson & Co.

KUTSANG, British str., 1,405, W. H. Jackson, 25th May.—Calcutta 18th May, Penang 16th, and Singapore 18th, General.—Jardine, Matheson & Co.

SWATOW, British steamer, 1,015, F. Nagel, 25th May.—Kobe 19th May, General.—Siemens & Co.

FORSHORN, German str., 1,016, F. D. Waldo, 25th May.—Bangkok, via Koh-si-chang 10th May, Rice and Teak Wood.—Yuen Fat Hong.

WUOTAN, German steamer, 850, G. Anderson, 25th May.—Bangkok, via Koh-si-chang 10th May, Rice and Teak Wood.—Yuen Fat Hong.

WUOTAN, German steamer, 1,016, A. Ott, 24th May.—Cardiff, via Singapore 18th May, General.—Wieder & Co.

KUTSANG, British str., 1,405, W. H. Jackson, 25th May.—Penang 10th May, Panang 16th, and Singapore 18th, General.—Jardine, Matheson & Co.

SWATOW, British str., 1,015, F. Nagel, 25th May.—Kutshien 10th May, General.—Siemens & Co.

FORSHORN, German str., 1,016, F. D. Waldo, 25th May.—Kutshien 10th May, General.—Siemens & Co.

SWATOW, British str., 1,015, F. Nagel, 25th May.—Kutshien 1